



Director's Message



San Francisco International Airport

GATEWAY TO THE PACIFIC

San Francisco International Airport (SFO) is currently the fifth busiest passenger airport in the United States and the eighth busiest in the world. Total passengers at SFO increased by 4.7% between 1994 and 1995 and total cargo increased by 2.6%. The highest growth was recorded in international traffic. International passengers increased by 11.8% and international cargo increased by 14.7%.

Over the next ten years, independent aviation experts forecast that total passenger traffic at SFO will increase by 37.4%. Domestic passenger traffic is forecasted to increase by 30.3%. International passenger traffic is forecasted to increase by 76.5%. The most significant international traffic is expected to occur among passengers and from the Pacific Rim nations.

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ate this tremendous growth, SFO a Master Plan that will ensure high dds for the traveling public into the . The development of passenger also enhance the existing economic FO provides to the Bay Area.

D has created over 181,000 direct obs. SFO generates over \$1.1 billion for local, State and Federal Business revenues for firms locat- firms in the visitor industry llion annually. SFO and the visitor ports generate over \$4.1 billion in ne annually.

mediate benefit of the SFO Master Plan has been the cre- or Bay Area communities. To date 1,200 jobs have been gh professional service and construction contracts, the SFO Master Plan will also increase the personal income, business revenues and local government tax revenues of the Bay Area.

I am pleased to present to you the first issue of a Quarterly Community Update Newsletter to keep you informed about the progress of the SFO Master Plan. This newsletter will be distributed to residents of the communities surrounding SFO as well as to those affected by the SFO Master Plan.

The development of passenger facilities will enhance the existing economic benefits that SFO provides to the Bay Area.

Mayor

Willie L. Brawn, Jr.

Members of the Airports Commission

Henry E. Berman,
President

Marie K. Braks,
Vice President

Michael S. Strunsky

Roland A. Quan

Larry Mazzola

Airport Management

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Director of Airports

C.H. "Duke" Briscoe,
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Spencer Ballard,
Deputy Director
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Jackson Wang,
Deputy Director for
Facilities Operations
and Maintenance

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Administrator,
Bureau of Design and Construction

Jahn Castas,
Administrator,
Bureau of Planning and Environment

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Administrator,
Bureau of Governmental Affairs

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John L. Martin, Director of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT

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SFO BEGINS CONSTRUCTION OF NEW INTERNATIONAL TERMINAL

On October 17, 1995, SFO began pile driving for the foundation of the new International Terminal. The commencement of this project marked the first of three phases for the construction of the new International Terminal. In response to community input, SFO has rescheduled all pile driving to occur between 7:00 a.m. and 10:00 p.m. up to seven days per week. The pile driving work is expected to be completed by the Fall of 1996.

During the next four years, SFO will continue implementation of the Master Plan. The cornerstone of the Master Plan is the construction of the new International Terminal. The new International Terminal will have a grand public hall, with an 80-foot ceiling, that will enable three times as many passengers to be processed at check-in counters compared to the current building. The new International Terminal will also be able to simultaneously accommodate 21 wide body aircraft such as Boeing 747's. These facilities will allow for more international flights to be scheduled at convenient times and will also reduce delays for arriving aircraft. New Federal Inspection Service facilities will reduce passenger processing times through Customs and Immigration.

Other features of the Master Plan include:

■ New parking facilities that will add approximately 3,500 public parking spaces adjacent to the new International Terminal.

■ An Aviation Library and Museum.

This 5,000 square foot facility will house 10,000 volumes and periodicals on aviation and a collection of artifacts related to the history of commercial air transport and SFO's role as a gateway to the Pacific.

Collectibles, including photographs and memorabilia, will be electronically accessible for study and will be used for exhibition programs. The SFO Bureau of Exhibitions, Museums, and Cultural Exchange is seeking donations of memorabilia for the collection. Please contact their office at 415-876-2171 for further information.

Continued on back cover

MASTER PLAN

Project Description

Terminals

AirFreight/Airline

Airport Support

Commercial

General Aviation

Transportation

Miscellaneous Facilities

Parking

Roadway Improvements

Airside Improvements

Other Projects

Total Estimated

SFO MASTER PLAN PROJECTS

Completed Projects

The Airport has completed several Near-Term Master Plan projects. The following projects were completed on schedule and within budget.

Contract 5400

Boarding Area B Architecture/Engineering

Contract 5802B

GTU Relocation

Contract 5804

Plot 1 Interim Rental Car Facilities
Common Area

Contract 5805

Plot 1 Interim Rental Car Facilities-Hertz

Contract 5806

Plot 1 Interim Rental Car Facilities- Avis

Contract 5807

Plot 1 Interim Rental Car Facilities- National

Contract 5826A

Plot 41 Hardstands, Phase A

Awarded Projects

The following contracts were awarded in 1996:

Contract 2801

Lot DD Parking Structure

Contract 3433 B

Plot 3 Hardstands, Phase 2

Contract 5500.C

International Terminal Structural
Steel - Rebid

Contract 5520.J

International Terminal Complex
Precon Air/400 Hz Power

Contract 5601

Utility Relocations Tunnel

Contract 5601.F

Utility Relocations, Phase IV

Contract 5750.A

North Field Utility Trench

Contract 5856

Building 710 Delta Renovation

Bid Openings

The following are construction contract bid openings through May 1996:

Contract 5500.E

International Terminal General Construction

Contract 5500.F

International Terminal Baggage System

Contract 5510.A

Boarding Area A, Pile Driving

Contract 5520.E

Boarding Area G, Building Construction

Contract 5520.G

International Terminal Complex
Conveyance Systems

Contract 5600.A

Road-16/Road-18 Temporary Reroute

Contract 5601.G

Utility Relocations, Phase V

Contract 5703.A

Airport Rail Transit (ART) Operating System

Contract 5826.E

Plot 41 Electrical Distribution

Contract 5827.B

FBO/GA Demolition & Pile Driving at Plot 42

Contract 5900.A

Steel Pipe Procurement

Contract 5902.A

North Access Road, Phase II

Contract 5912.A

New Automated Vehicle Identification
(AVI) System

*UAL Ground Services Equipment
(GSE) Facilities (Tenant)*

The architect's model of the new terminal shows the dramatic soaring space that will greet international passengers



SFO BEGINS CONSTRUCTION OF NEW INTERNATIONAL TERMINAL

Continued from inside

The Aviation Library and Museum will increase public awareness of the historic achievements in commercial aviation and preserve this history for future generations.

■ A Rail Transit System connecting the parking facilities with all the passenger terminals.

For an itemization of the major Master Plan projects, refer to the inset inside.

TRAVEL TIPS:

The Spring and Summer seasons are periods of high travel. With more passenger traffic at SFO and on-going Master Plan construction, we would like to recommend the following:

■ Before leaving your residence, call SFO at 415-877-0227 for the availability of short-term and long-term parking facilities.

■ Allow yourself extra travel time because you may experience delays on SFO roadways as a result of Master Plan activity.

■ While driving on SFO roadways, please exercise extreme caution. Master Plan activity has increased the number of construction vehicles on SFO roads.

For more information...

■ For construction comments or information requests, please contact the hotline at 876-8830.

■ For more information about the Airport, its Master Plan or this newsletter, please contact Community Affairs at 876-2421 or write to:

San Francisco International Airport
Community Affairs
P.O. Box 8097
San Francisco, CA 94128

■ For more information about the Owner-Controlled Insurance Program, Surety Bond Program or for an enrollment package, please contact the Financial Planning & Analysis Department at 876-8050 or write to:

San Francisco International Airport
Financial Planning & Analysis
P.O. Box 8097
San Francisco, CA 94128



San Francisco International Airport

GATEWAY TO THE PACIFIC

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VOLUME 1 NUMBER 3 SPRING '97

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MASTER PLAN HELPS MINORITY AND WOMAN-OWNED FIRMS

SFO encourages participation by minority-owned and woman-owned businesses in its Master Plan construction program. To date, minority/women business enterprises (M/WBEs) account for 32% of the Master Plan's architectural, engineering and construction work.

SFO created two programs to assist M/WBEs compete for Master Plan and other contract opportunities. The Surety Bond Program, the first of its kind among airports, helps M/WBEs obtain bid bonds, payment bonds, and performance bonds to participate in construction work at SFO. To date, the SFO Surety Bond Program is credited with securing 34 surety bonds totalling \$12.8 million.

The Owner-Controlled Insurance Program (OCIP) also assists M/WBEs. Under OCIP, SFO purchases general liability, workers' compensation, and builders' risk coverage directly from insurance underwriters. This enables M/WBEs to access greater insurance coverages that are often difficult for small contractors to obtain. The OCIP is also generating significant cost savings for SFO.

The SFO Minority/Women Business Enterprise Opportunity Program is

another program, developed in 1982, which helps small M/WBEs obtain information on contracting opportunities at SFO, and on bidding procedures and requirements. Under this program, "best effort" policies are established to encourage equity among M/WBE subcontractors on Master Plan projects over \$10 million, and on SFO tenant improvement work in association with the Master Plan.

BAY AREA JOBS CREATED BY DESIGN AND BUILDING PHASES OF SFO EXPANSION

The SFO Near-Term Master Plan has created 1,200 jobs to date. Of these, 827 jobs have been created for architectural and engineering firms and construction firms. The table at right shows the jobs created for each Bay Area county.

COUNTY	NO. OF JOBS	PERCENTAGE
San Francisco	230	28%
San Mateo	155	19%
Alameda	145	18%
Contra Costa	122	15%
Santa Clara	56	7%
Other	45	5%
Marin	35	4%
Solano	18	2%
Sanama	18	2%
Napa	3	0%
Total	827	100%

A model of the new International Terminal illustrates the dramatic changes coming to the San Francisco International Airport



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* Dollars in thousands

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BART Train to SFO Around the Corner

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Last month, a BART station at the doorstep of SFO's new International Terminal rolled closer to reality. After the Airport Commission approved funding from airport sources, the San Francisco Board of Supervisors and the BART Board voted to accept the terms of an agreement to finance and lease the project. This agreement is expected to assist BART in obtaining authorization for a \$750 million federal grant.

"Having BART come to SFO supports one of our main goals, which is to provide the traveling public with safe and convenient access to their airlines with minimal impact on the environment and our neighboring communities," said Airport Director John L. Martin. "To reduce congestion on nearby freeways, we must actively support use of shared rides and all forms of mass transit use by passengers and airport employees."

The BART link will be an integral part of the Airport's ongoing \$2.4-billion Master Plan expansion and improvement program, which will create 4,000 jobs and \$3.6 billion in tax revenues. The Airport continues to develop strategies to decrease the use of the private automobile for access to San Francisco International. A BART link to SFO will certainly increase the number of passengers and employees taking public transportation.

IN THIS issue:

- Keeping the noise down
- What will happen to the new IT during an earthquake?
- Insider travel tips
- A glimpse of Hong Kong



A computer rendering of the BART station (left) leading up to the new IT.

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WORKING TO KEEP THE NOISE DOWN

If you live close to an airport, there's one thing you probably have noticed: airplanes make noise.

But at San Francisco International Airport, more is being done to curb that noise than at any other airport in the nation. In 1992, SFO signed a Memorandum-of-Understanding (MOU) with the communities of Daly City, Foster City, Millbrae, Pacifica, San Bruno, and South San Francisco, committing to spend up to \$120 million for a noise mitigation program to sound-insulate qualifying homes.

In addition, SFO preceded the federal mandate by being one of the first major airports to require that all noisier "Stage Two" aircraft not be used after the year 2000. Currently about 87 percent of aircraft that use SFO are "Stage Three" planes that meet stricter FAA noise standards.

Homes that qualify for the noise mitigation program include those inside a noise-level boundary (see diagram below) agreed to by the Airport and the local cities. The MOU has guaranteed the Federal funds which have been available to local communities for noise mitigation

since 1983. Under the MOU, participating cities have noise program administrators available to assist residents of eligible homes with paperwork, design and construction. Noise insulation typically consists of heavy acoustic doors with weather stripping, double-pane noise insulating aluminum windows, fiberglass insulation for ceilings and attics, and noise buffers for chimneys and vents, all of which costs about \$15,000 per home.

As of March 1997, SFO has disbursed more than \$69 million to fund the insulation of approximately 3,500 local homes. Another 2,500 homes are in the process of being completed. To find out if your home qualifies for free noise insulation under this program, call your local city hall.

Below: The noise boundary that covers eligible homes has decreased in size from 1983 to 1995 because quieter planes are in operation and flight patterns are closely monitored by SFO. And despite the increase in number of passengers using SFO, the number of planes using the Airport has remained steady over the past several years because of their larger passenger capacities.



KNOWLEDGE IS POWER!



MASTER THE MASTER PLAN.

The last pile for the new International Terminal's foundation was recently put into the ground.

In all, 6190 piles were driven,
totalling 110 miles of piles!

Placed end-to-end, the piles would stretch
from San Francisco to Santa Cruz.

Number of 747 planes nose-to-tail that could
span the length of the new IT:

4

Miles of tracks that will be laid out
for the airport light rail system:

2 ½

Other Fun Facts about SFO:

Longest non-stop flight leaving SFO:

Hong Kong
(6,700 miles)

Most frequent domestic flight:

Los Angeles
(81 daily flights)

2nd most frequent domestic flight:

New York
(22 flights)

Number of bomb-sniffing dogs in
Airport Police K-9 unit:

7

(4 German Shepherds, 3 Labrador Retrievers)

Percentage of passengers using some form of
transportation other than private automobile:

39

(highest in the U.S.)

NEW INTERNATIONAL TERMINAL USING CUTTING EDGE SEISMIC SAFETY TECHNOLOGY

When the new International Terminal opens in the year 2000, visitors will notice the external grandeur, spacious departure hall, and the variety of shops and restaurants within. What they won't see, however, are the 273 state-of-the-art Friction Pendulum isolation bearings, or FP's, in the foundations to protect the building from earthquake damage. The size of 35 foot-ball fields, the new IT will be largest building in the world to use this cutting-edge seismic safety technology.

Made of stainless steel and a Teflon-based composite, the FP's are about 15 inches in height and weigh between 5000 and 9000 pounds each. The isolators for the IT have been designed to dissipate the energy generated by earthquakes with the characteristics of a pendulum, using gravity to absorb the shock of earthquakes. During a magnitude 8.0 earthquake, the base isolated International Terminal building, bridging over the airport's entrance road, will experience no structural damage and will remain functional.

"The FP isolated portion of the terminal, will move up to 20 inches and return to its original position with minimal damage," says Pete Bittenbender, Project Manager for the new IT. "Even more remarkable is that base isolated structures are not physically attached to the foundations but held in place by gravity alone. This allows them to move with the seismic forces and survive, rather than resist the force and be damaged."

Extensive testing on the bearings has been done at UC-Berkeley, and at the State University of New York at Buffalo. Currently, the U.S. Court of Appeals in San Francisco is the largest building using the FP bearings, which were installed after the 1989 earthquake.

The FP's will cost a total of \$3.6 million, which is a small but vital part of the \$850 million new International Terminal. For a fraction of the total costs of the Airport's Master Plan cornerstone, the bearings will help preserve the building for generations to come.



One of 273
FP Isolators
that will be
installed in the
foundation of
the new IT



SURVIVOR'S GUIDE TO SFO DURING MASTER PLAN CONSTRUCTION

Construction at the Airport may cause minor delays. Here are some travel tips that will make your trip to SFO more convenient.

Save time, money and hassles!

- General peak times for flights are 6:30-10 am, noon to 2 pm, and 5:30-10 pm.
- Arrive at least 60 minutes prior to flight time for domestic flights, two hours prior for international trips.
- Check out our radio station, 1610 AM, for traffic updates.
- If you're picking someone up, call the airline to confirm actual flight arrival times before leaving for the airport.
- If you're dropping someone off, consider using the less-congested bottom level.
- Don't leave your car unattended at the curb. Airport Police will cite and tow these vehicles in order to reduce traffic congestion in front of the terminal.

Take public transportation!

- Call (800) SFO-2008 for information on all transportation alternatives.
- SamTrans bus fares and schedules, call (800) 660-4287.
- Free shuttle between the Millbrae Caltrain station and SFO, call (800) 532-8405.

Be prepared!

- Bring a Photo ID — airlines are now requiring this for check-in.
- Need medicine or last-minute inoculations? SFO has a 24-hour Medical Clinic on the ground floor of the International Terminal. Call (415) 877-0444 for more information.

Protect your valuables!

- Always put identification on the outside and inside of all luggage.
- Prevent theft: never leave baggage, gifts or other valuables unattended in the airport.
- Bring cash, medicine, passports and other valuables with you on the plane.
- Keep carry-on luggage to a minimum.
- Any speed film is OK for scanning checkpoints.



International Travel Spotlight: **HONG KONG**



Because SFO's expansion is being designed to accommodate the increase in international travel, we will profile a key international locale in each issue of the Community Update Newsletter. In this edition, we'll look at Hong Kong, a popular destination for business and vacation travelers. A British colony for over 150 years, Hong Kong will return to Chinese governance on July 1.

The Hong Kong-San Francisco connection

- The Bay Area is home to the largest overseas Chinese community outside Asia— many Chinese Americans have roots in Hong Kong.
- Hong Kong is the most popular destination in Asia. San Francisco is the most popular destination in the world.
- Both our airports are undergoing significant expansion programs.
- Both Hong Kong and the Bay Area have populations around 6 million.
- The world's longest suspension bridge carrying both road and rail traffic is now being constructed in Hong Kong and will have a main span longer than the Golden Gate Bridge!
- There are currently 21 flights a week between Hong Kong and SFO.

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IT'S A GO! Groundbreaking for Airport Bart Station



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Last Fall, a Who's Who of elected officials showed up at the Airport to celebrate the groundbreaking of a BART Station at SFO. The November 3 ceremony marked the culmination of decades of public debate and planning for the much-anticipated BART extension to SFO and Millbrae. When completed, ridership on the 8.7-mile extension is projected to reach over 68,000 trips daily, further solidifying SFO's industry-wide leadership in providing public transportation alternatives for travelers and employees alike. Presently, almost 39 percent of all SFO passengers use some mode of shared transportation to arrive or depart from SFO.

Airport Commission President Henry Bernan, Shelly Kessler of the San Mateo County Central Labor Council, and Airport Director John L. Martin.

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SFO IN THE 21ST CENTURY



SAN FRANCISCO INTERNATIONAL AIRPORT

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Published by:

Master Plan Information
Program
International Terminal
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San Francisco Int'l Airport

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San Francisco, CA 94128

BEHIND THE SCENES AT SFO: Security's Best Friend

Unlike the thousands of others who work at the Airport, Manny spends his days sticking his nose where it might not be wanted. But people don't seem to mind. After all, he's a dog, and sniffing for trouble is what he does best. For Manny and eight other specially trained police dogs, patrolling the Airport each day is part of their duties for SFPD's K-9 Explosives Detection Unit.

A 7-year old black Labrador Retriever, Manny joins other Labs and German Shepherds nasally inspecting luggage before it is loaded on planes. They are looking for bombs, and the dogs' keen sense of smell has earned them the respect of the FAA, which cited SFO's K-9 Unit as a national security model. But its not just sorting through luggage for the K-9 Unit.

Before the dogs even sniff their first Samsonite, they must go through a rigorous training program designed for them to quickly identify explosives, find and catch criminals and search for missing people, most often children.

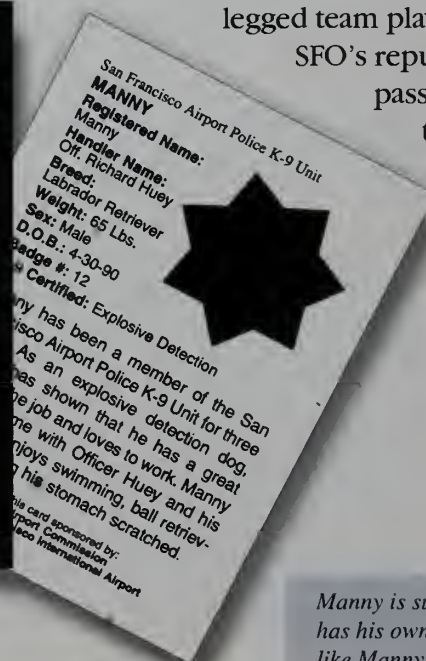


During the recent U.S. Conference of Mayors and presidential visits, the dogs were called into action to protect the visiting dignitaries from any nefarious acts.

When not at work, Manny and the other police dogs live with their SFPD partners. Manny likes to swim, play 'fetch' and get a good belly rub from his partner, Police Officer Richard Huey. On the job, this six-legged team plays a key role in building

SFO's reputation for safety and passenger security. So next

time you see Manny or one of his four-legged co-workers at SFO, just remember that they are working and should not be disturbed without asking their two-legged partner first.



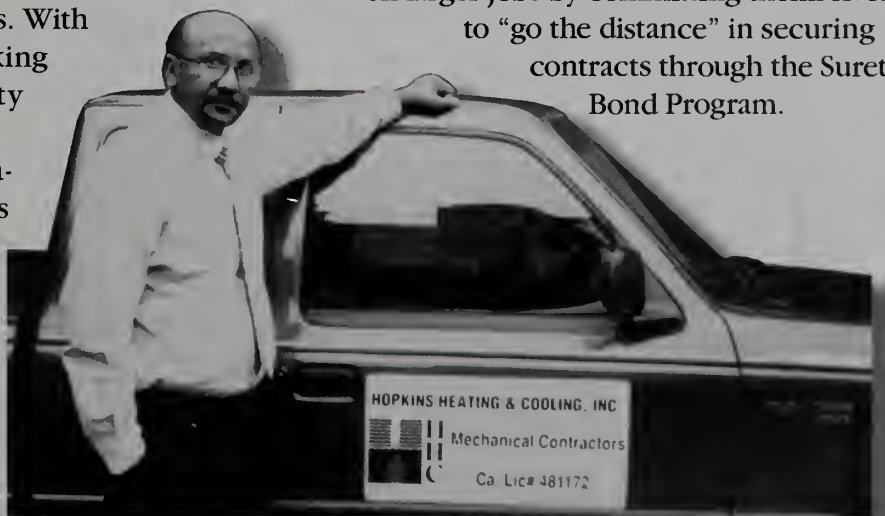
Manny is such a great crimefighter, he has his own baseball card. If you would like Manny's card please call Steven Berard at 650.794.5153

BONDED TO SFO: Small Businesses Jump-Started by Airport's Growth

The San Francisco International Airport's 5-year expansion plan has created \$2.4 billion worth of economic opportunities and over 4,000 jobs for Bay Area residents. Despite the scale of the project, not all the beneficiaries of this economic growth are large companies. Hopkins Heating & Cooling Inc. (HCC), a small, minority-owned business in San Francisco's Bayview Hunters Point district, is one such small company taking advantage of the Airport's ambitious Master Plan Expansion.

Last September, HCC President Fred Hopkins made history when the Airport Commission awarded his company a \$5.8 million contract to repair and replace the Airport's heating and cooling systems. His bid was the largest prime contract awarded by SFO to an African-American business owner. It also represented another success story for the Airport's two-year-old Surety Bond Program.

The Surety Bond Program is designed to help small, minority and women-owned businesses (M/W/SBE) secure contracts during Master Plan construction by having the Airport act as the 'co-signer' on their bond applications. With the financial backing of Amwest Surety Insurance Company, the innovative program has assisted 52 different M/W/SBE's secure over \$38 million in Airport contracts.



Fred Hopkins, President of Hopkins Heating & Cooling

"SFO's Surety Bond Program is the best thing to happen to small businesses who want to grow in San Francisco," said Hopkins. "It enabled my company to expand bonding on individual projects, like the one at SFO, that we previously would not have had the backing to do."

As further evidence of the Surety Bond Program's positive impact on the local economy, the City and County of San Francisco followed SFO's lead and recently adopted the Surety Bond Program for all of its departments.

Because of HCC's work at SFO, Mr. Hopkins' 11-year-old company nearly doubled its workforce. Hopkins' growth will also create a ripple effect as he contracts with other local M/W/SBE's for help on the project.

The benefits of SFO's Surety Bond Program are readily apparent at Mr. Hopkins' Bayview office. Noting HCC's motto, "We go the distance," Mr. Hopkins acknowledged that while the bidding process is time consuming and competitive, any small business can successfully bid on larger jobs by committing themselves to "go the distance" in securing contracts through the Surety Bond Program.

CHECK THIS Out

The San Francisco Airport Museums is featuring two new exhibits this winter.



Explore the history and heritage of surfing: "He'e Nalu: Wave Riding" will be on exhibit through February in Boarding Area F.



Celebrate life under the big top and visit "The Universal Circus," a collection of circus memorabilia tracing the origins of the circus on view through April in the International Terminal, Departure Level, North Connector Gallery.

WHERE TO



From 101: take Millbrae Ave. East Exit, at light, take left onto Mc Donnell Rd. - the "Planespotting" parking lot is 100 yards down on the right.

PLANESPOTTING

Look up there! It's a bird, it's a plane, it's a Boeing 747 - 400 series, 875,000-pound jetliner, circa 1989. Such is the world as seen through the often-magnified eyes of SFO's unofficial "planespotters". Everyday, these aviation enthusiasts fill a remote SFO parking lot to monitor the graceful, yet powerful ascent and descent of some of SFO's over 1,200 daily flights.

Not far from Albert this day, and ushering in the next generation of planespotters, were Salem Zoumot and his 18-month-old son Yousef. At this point, however, Yousef still has much to learn about planespotting - like what the difference is between a DC-10 and a seagull, both of which were fascinating to young Yousef.

Much like the San Francisco 49ers and Giants fans that flock to Candlestick Point, SFO's planespotters have their own home field as well. Located in a small parking lot at the southern most end of the Airport along McDonnell Road, planespotters like Alex, Salem and Yousef huddle expectantly in their front row seats to view the Airport's aerial show. And although their seats are not in luxury boxes, amenities such as food, drink and restrooms are readily available. Unlike their counterparts at Candlestick Point, however, there are no long lines and the price of admission is always free.

The SFO planespotting parking lot has also taken on a historical life of its own - one that no doubt will ensure its existence. A few years ago the lot fell into disrepair and neglect, prompting proposals to eliminate the space entirely. Responding to intense public pressure, then Mayor Dianne Feinstein led the charge to save the parking lot from being closed. Enthusiasm for the parking lot is still fervent today. According to Airport Director John Martin, "If for any reason we have to close that lot down, we get more complaints about that than almost anything else we do."

Ironically, recent Master Plan construction almost forced the closure of the viewing area again. Not surprisingly, however, history repeated itself and impassioned public testimony once again persuaded the Airport to keep the planespotting parking lot open for all to enjoy.



Salem Youmot teaching his son, Yousef, how to be a "Planespotter."

These fans of flight range in devotion from the casually awed and romantically inspired to the truly fanatical planespotters who can recite airline schedules verbatim. Just ask veteran planespotter Albert Skeels of South San Francisco who appreciates rare sightings, "I like the planes you don't see very often; like Martinair (Holland) and Air France." Albert, who has been planespotting for over twenty years, listens to the Air Traffic Control tower with a remote radio clipped to the side of his car, kind of like a radio at drive-in movie theater.

WHAT TO SEE

So many different airlines fly in and out of SFO, but a few stand out: bright, bold Virgin Atlantic Airways; British Airways' new designs; and on rare occasions Air Force One.

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Soaring Roof Lands at SFO



Five football shaped trusses, the signature framework of SFO's new International Terminal, were recently fabricated at Mare Island and barged across the Bay. Then they were trucked across Airport runways to a staging area in front of SFO's future International Terminal.



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*Steel trusses await
placement on the new
International Terminal roof.*

Later this Spring, when the center trusses and wing-like flat trusses are raised and anchored into place, the dramatic transformation of SFO's entranceway will be near completion. Travelers will soon be greeted by the new International Terminal's winged arches symbolically reaching for the sky, simulating their flights to and from the Gateway to the Pacific.



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San Francisco, CA 94128

SFO ECONOMIC IMPACT REACHES \$7 BILLION

Hundreds of businesses have prospered by their proximity to San Francisco International Airport. It's not just airlines, customs brokers or importers, but Bay Area software or biotechnology companies that need the easy access to international markets supplied by one of the world's major airports.

For them, there is no question that SFO is the economic engine of the Peninsula. The Airport's air traffic activity directly and indirectly — especially through tourism — accounts for 8 percent of all jobs in the Bay Area.

Each year, passenger and freight activity generates \$2.2 billion in federal taxes and \$883.9 million in state taxes, with property and sales taxes

generating \$765.1 million to the Bay Area cities and counties.

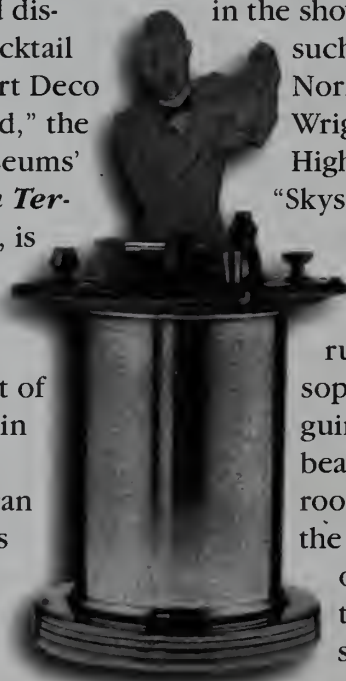
Each increase of one million passengers results in 148 new on-airport jobs, with significantly more added indirectly to the Bay Area visitor industry. Since 1990, the number of passengers using the Airport has grown by 9 million.

Currently, the 33,909 employees who work at San Francisco International Airport top the Bay Area for employees working at a single location.

A recent survey estimates the Airport and its tenants generate \$2.6 billion in personal income annually. Add that amount to the direct and indirect impact of the construction project and the Airport's economic punch reaches \$7 billion a year.

SHAKEN NOT STIRRED New Airport Museums Exhibit

Return to yesteryear and discover the origins of the cocktail and its golden era in the Art Deco 1930s. "Shaken Not Stirred," the San Francisco Airport Museums' latest exhibit in the *North Terminal, Boarding Area F*, is on view now until September 4. The exhibition presents numerous examples of the development of the Art Deco style as seen in the design and use of the cocktail shaker, an American invention, during the years between the two World Wars. More than 130 cocktail shakers from the turn of the century through the present are included

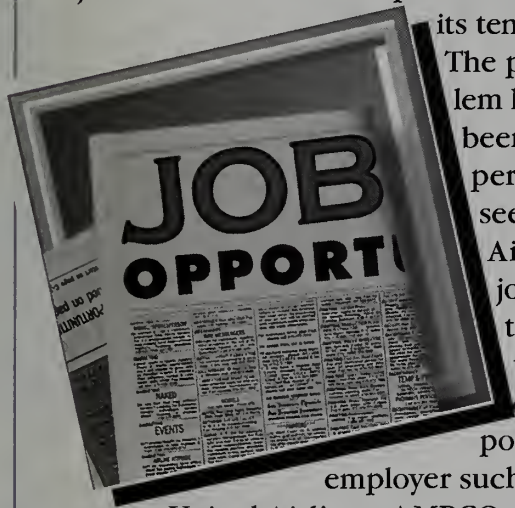


in the show, showcasing shakers by such noted designers as Norman Bel Geddes, Russel Wright, and Lurelle Guild. Highlights include the 1930's "Skyscraper" cocktail service with "Manhattan" serving tray by Bel Geddes; the "Thirst Extinguisher," a ruby glass fire extinguisher; a sophisticated, tuxedo-clad penguin with a pouring spout beak; and several shakers in a rooster motif, a visual pun on the "cock tail." The collection of Stephen Visakay provides the core of the shakers presented, but many other contributions are included from the Bay Area, New York, and Paris.

HELP WANTED!

Cashiers, taxi dispatchers, bartenders, cooks, ramp service, cabin service workers...

San Francisco International Airport is one of the Bay Area's largest employers with over 33,900 people working here. At any given time, there are 300-500 jobs available at the Airport and with



its tenants. The problem has been that persons seeking Airport jobs had to contact each potential employer such as

United Airlines, AMPCO parking, Host Marriott, Duty Free Shops, Hertz, and Avis - separately.

That has changed. On January 15, the Airport opened the Employment Information Center, providing job seekers with information on career opportunities at the Airport, its tenants, and the

trade unions and construction companies currently working on the Airport's expansion.

Managed by the Airport's Employment Development Office, the EIC has taken the concept of a job hotline and expanded it to encompass an entire job resource center. The one-stop, self-service center features workstations with Internet access, assistance with resume writing, a basic skills tutorial and a comprehensive listing of job opportunities at SFO.

The EIC has been successful. Since it opened, at least 650 people have visited the EIC and, more importantly, many have found jobs.

The **Employment Information Center** is located at the San Francisco International Airport in the South Terminal, Area C, Garage Level. For additional information, call 650.794.5246 or visit SFO's website at www.ci.sf.ca/sfo.

SPOTLIGHT on SFO

Jamba Juice - Grand Opening

Passengers traveling through SFO can now enjoy their favorite fruit juice libation at one of the Airport's newest concessions — Jamba Juice. Located by **Gate 45 in the South Terminal**, Jamba Juice's eight different fruit smoothies offer a healthy alternative to caffeine-powered coffees and soft drinks.

The eight-year-old Bay Area com-

pany is a perfect match for SFO, reflecting both the Airport's commitment to local businesses, and one of the world's favorite vacation destinations — San Francisco and the Bay Area.

Jamba Juice's customer friendly emphasis on nutrition, fitness and fun is sure to be a hit with travelers looking for a healthy meal or snack at SFO.

DID YOU KNOW?

All airports number their runways according to the compass. For example! SFO's four runways 28 Right, 28 Left, 19 Right and 19 Left are located at 280 and 190 degrees respectively on the compass

A FOND FAREWELL Airport Hilton Hotel Closes

After 40 years and nearly 11 million guests, the Airport Hilton Hotel closed its doors for good on April 1, 1998. Shortly after the Hilton staff accommodates the last weary traveler and the final frenzied business meeting adjourns, the Airport Hilton Hotel will be demolished.

The location of the Airport's only on-site hotel will not be vacant for long.



As part of SFO's Master Plan Expansion, a new 600 room hotel will be built by the Airport near the former site of the Airport Hilton. The proposed hotel, currently in development, will feature an on-site Airport Rail Transit system stop that will provide guests with convenient connections to SFO's terminals, parking garages, Rental Car Facility (see below), and the Airport BART Station. The new Airport hotel is scheduled to open for guests in early 2003.

FEWER SHUTTLES - LESS TRAFFIC

Despite El Niño's record rainfall, construction of SFO's \$2.4 billion expansion is moving forward. In fact, several major projects are nearing completion, including the opening of SFO's new **Rental Car Facility (RAC)** this Fall.

When completed, the RAC will provide passengers with convenient one-stop shopping. A shuttle bus system will provide transportation to and from the RAC facility and Airport terminals until the Airport Rail Transit system is finished in 2001. The interim shuttle bus system will replace individual car rental company shuttles, easing traffic congestion on Airport roadways considerably.



Rental Car Facility currently under construction near 101 North and the 380 connector

Some of the Rental Car Facility features include:

- 8 major rental car companies: Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, and Thrifty
- 5 level parking structure with 6,000 vehicle capacity
- Future Airport Rail Transit system stop

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Airport Looks Ahead to New Runway

In early June, San Francisco International Airport initiated a study on how to reconfigure its runway system to accommodate new, long-haul passenger jets, solve weather-related delays and reduce aircraft noise. The study is due to be completed in December.

With only 750 feet separating the Airport's runways, Federal Aviation Agency rules force the Airport to operate only one of two arrival runways at a time when clouds, fog or rain restrict visibility. That cuts arrival capacity in half, to 30 aircraft per hour. With this winter's record bad weather, SFO has been ranked among the worst U.S. airports for the number of delays.

The delays shouldn't be a surprise, given that SFO operates a runway system laid out in the 1940's. With good weather, the Airport can handle current capacity. But with poor weather and the larger planes of the future, airfield limitations are expected to become even more of a problem.

Both Boeing and Airbus Industries have looked at planes that can carry up to 1,000 passengers and wingspans spreading over 260 feet. According to the FAA, that would make simultaneous landings impossible and would create significant

problems for planes trying to taxi on the airfield. The FAA wants the Airport to look at reconfigured runways before the new generation of planes comes into service.

Reconfigured runways could also dramatically cut noise, pushing more flights over the waters of San Francisco Bay and away from the homes of nearby residents.

Any proposal to extend the runway will probably involve fill

being added to the Bay. Airport Director John Martin has included organizations like Save the Bay and the Sierra Club in the Runway Reconfiguration stakeholder group so that major gains to San Francisco Bay and the sensitive marshlands surrounding it will be part of any plan for a new runway.



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SF Airport

TRAVELERS AID

THE EYES AND EARS OF SFO

Many of us have wandered aimlessly through an unfamiliar airport at least once in our lives. Surrounded by busy travelers in crowded terminals, the hectic pace of air travel can often be a confusing and stressful experience. Thankfully, for over 80 years, a dedicated and enthusiastic group of Travelers Aid volunteers have directed passengers through SFO, answering every conceivable question along the way.

The Airport volunteers are part of Travelers Aid, an international organization devoted to helping passengers in airports all over the world. The organization was founded during World War I to provide comfort to women and children passengers, and returning troops. Since then, it has become an essential and relied upon airport service.

According to Joan Fitzgerald, SFO's Travelers Aid Manager, over 600,000 passengers benefited from the volunteers' help last year alone. One hundred and thirty volunteers donate their time and knowledge once a week to assist some of the 40 million passengers using SFO each year. Most of the volunteers are retired, bringing with them a lifetime of traveling experience. Many of the staff are

fluent in several languages – a useful skill for those working at the information kiosk in the International Terminal.

According to Airport Director John L. Martin, "Joan's staff does a tremendous job. Every time I pass by one of the kiosks, somebody is invariably being helped."



Travelers Aid Manager Joan Fitzgerald (far right) and volunteers (l to r): Bill Green, Joanne Schloss, Carol Vistnes, and Anita Honnert.

SFO's three Travelers Aid information kiosks are located in the departure levels of the North Terminal, International Terminal and South Terminal. Volunteers are there 365 days a year from 9 AM to 9 PM. For more information about SFO's Travelers Aid program or if you would like to volunteer, please contact *Joan Fitzgerald at 650.877.0124.*

NEW MUSEUMS EXHIBIT

HISTORIC BOAT MODELS OF POLYNESIA, MICRONESIA, AND MELANESIA

The San Francisco Airport Commission is pleased to present the exhibition entitled *Historic Boat Models of Polynesia, Micronesia, and Melanesia*. It will be on display in the International Terminal, North Connector Gallery, between boarding area D and boarding area E from June 26 through April 15, 1999.

The exhibition consists of

twenty-five Pacific boat models from the collection of the Phoebe Apperson Hearst Museum of Anthropology, University of California at Berkeley.

Model boats such as these were built as toys, as votive offerings, or for racing, which was a favorite pastime with men and boys. Later they were built for the tourist trade. Some of the canoes are accurate models of full-scale working boats.

DRIVING INTO THE 21ST CENTURY

NO KEYS. NO GAS. NO NOISE.

The Oceanic boat models reflect their respective cultures in terms of overall design, use of materials, and general types of canoes.

Many of the model boats in the Hearst Museum were collected between 1893 and 1946. The exhibit exposes viewers to a wide range of cultural artifacts from a diverse, ancient, seagoing culture.

The San Francisco Airport Commission initiated the Exhibitions Program in 1980. Exhibitions are organized in the three Airport terminals by the San Francisco Airport Museums. Technical support is provided by the Corporation of The Fine Arts Museums of San Francisco.



Double-prowed sailing boat #11-42985

Micronesia, Eastern Caroline Islands,
Pohnpei (formerly Ponape)
wood, cloth, paint
Collected c.1945 by Frances McReynolds
Phoebe Apperson Hearst Museum of Anthropology,
University of California at Berkeley

Photography: Martin Zeitman

Airport senior management recently test-drove two electric-powered cars (EV-1's) as part of SFO's move to expand the use of alternative fuel vehicles at the Airport.

"That was fun," said Deputy Airport Director Theresa Lee after taking the red General Motors electric car for a drive. "I wouldn't mind one myself."

The EV1's tested at the Airport were equipped with all the essentials and perks of a regular car: air conditioning, automatic windows, a CD player and even a trunk large enough to hold a suitcase and a set of golf clubs. The electric cars can travel up to 90 miles between charges, and go from zero-to-sixty in 8.5 seconds.

Later this year, the Airport will install battery recharge stations for electric-powered vehicles in the Airport's short- and long-term parking garages.

The Airport's commitment to low or zero emission vehicles is not limited to electric cars. SFO currently has plans to convert Airport vehicles and hotel shuttles to Compressed Natural Gas, a low emission fuel, and will open a CNG station later this

year. Approximately twenty percent of airport vehicles on the airfield use natural gas or electric energy already, and some of the vehicles operated by airlines, which include bicycles, luggage tugs, fueling and repair vehicles, run completely free of traditional fuels.



Airport staff test-driving electric cars.

The soon-to-be installed battery charges are not expected to be immediately in wide use. However, although there are only

...twenty
percent of
airport
vehicles on
the airfield
use natural
gas or
electric
energy...

1,200 registered electric vehicles in California right now, that number will increase dramatically in the coming years. In fact, as a result of the State's zero emission vehicle program, by 2010 there will be up to 800,000 smog-free electric-powered vehicles on California roads. Many of these electric cars and trucks will undoubtedly end up at SFO,

where they can be conveniently recharged.

DID YOU KNOW?

Since opening last January, the Airport's Employment Information Center has:

- Assisted over 1,500 visitors
 - Answered over 2,000 phone inquiries
 - Received over 45,000 hits on its website
- (www.ci.sf.ca.us/sfo)

Mayor

Willie L. Brawn, Jr.

Members of the Airport Commission

Henry E. Berman
President

Raland A. Quan
Vice President

Michael S. Strunsky

Lorry Mazzola

Linda S. Crayton

Airport Director
Jahn L. Martin

Published by:

Master Plan Information
Program

International Terminal
Room 340

San Francisco Int'l Airport

P.O. Box 8097

San Francisco, CA 94128

SFO in the Community

Focus on Noise

A \$4 million grant to insulate homes and a decision by the FAA to increase altitudes of arriving flights are two major victories in San Francisco International Airport's battle to cut noise impacts on neighbors.

The insulation grant from the Department of Transportation will augment the \$120 million the Airport has committed to insulate neighboring homes, churches and schools, and will be used primarily in South San Francisco and San Bruno.

Homeowners apply for the grant money through city officials, who work with the Airport to distribute the money.

For residents further south on the Peninsula, the 1,000-foot altitude increase means

all Oceanic arrivals coming over the Santa Clara-San Mateo County line will make less noise.

Last year, after the Airport/Community Roundtable lead discussions between the Airport and the FAA, air traffic controllers directed pilots to higher altitudes late at night. Starting July 15, all flights coming over the Woodside navigation aid fly the higher elevation, regardless of the time of day.

The Airport is committed to working with the FAA, the Roundtable and the airlines to make significant reductions in noise impacts. Current Roundtable work plan items should result in such reductions within the next several months.

New Airport Exit from 101 South



Since late July, the existing southbound 101 exit to San Francisco International Airport has been relocated to the San Bruno Avenue/SF Intl Airport exit near the 101/380 interchange. The current Airport exit from 101 South was permanently closed.

The new Airport-only exit separates SFO traffic from 101 South traffic approximately one mile before the old Airport exit. The exit changes decrease roadway congestion and provide easier access to the Airport from 101 South. There are no changes to the SFO exits from 101 North and I-380.

Travelers who miss the new southbound 101 Airport exit can still reach SFO by exiting on the Millbrae Avenue East off-ramp, and doubling back to northbound 101 towards the Airport.

The exit changes are part of SFO's \$2.4 billion expansion and roadway improvement project designed to make SFO one of the most traveler-friendly airports in the world. The expansion also includes a new International Terminal scheduled to open Spring 2000, a new consolidated Rental Car Center opening this November, an Airport BART Station, an Airport Rail Transit system, and two new parking garages.

SF
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Fall 1999
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community update

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Not Just An Airport. . .

SFO Leads the Way in Airport Dining

Travelers hungry for San Francisco's renowned food will not have to leave the airport to satisfy their appetite at SFO's magnificent new International Terminal. The San Francisco Airport Commission recently approved a slate of food and beverage leases to a group of local restaurateurs, including those behind some of the best-loved eateries in the Bay Area.

"The sixteen leases reflect the high culinary standards and variety that we enjoy in the Bay Area," according to Airport Director John L. Martin. "We undertook a massive search to ensure that the array and quality of food and beverage choices available in San Francisco would be available at the new International Terminal."

The "quick-serve" restaurants include Harbor Village, Osho, Emporio Rulli, Burger Joint, Lori's Diner, Fung Lum, Ebisu, Willow Street Woodfired Pizza, Il Fornaio, Tomokazu, The Golden Gate Cafe and Cafe Metro. Harry Denton's, Firewood Cafe and Andale are the three restaurants selected in the casual dining/bar category. The fine dining restaurant contract has been awarded to Qi, by George Chen, who owns and operates Betelnut, Long Life Noodle Company, Shanghai 1930 and Xanadu.

Another important first for the new International Terminal is that all restaurants agreed to "street pricing," thereby guaranteeing that SFO has the same prices as the restaurants' other locations in the area. The new restaurants also reflect the ethnic diversity of the Bay Area, with 94% of the leases going to certified women or minority-owned businesses.



Dining improvements at SFO are not relegated to the new International Terminal alone. The renovated North Terminal Food Court features Noah's Bagels, Boudin Bakery & Cafe, Just Desserts, Pizza Hut Express, Sannaku Express, and the most recent addition, Jamba Juice



Coming UP
NEXT

- New SFO Website
- Construction Update
- New Airport logo and Newsletter design

Mayor

William L. Brown Jr.

**Members of the
Airport Commission**

Henry E. Berman
President

Jerry Mazzola,
Vice President

Michael S. Strunsky

Linda S. Crayton

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New Airport Museums Exhibition

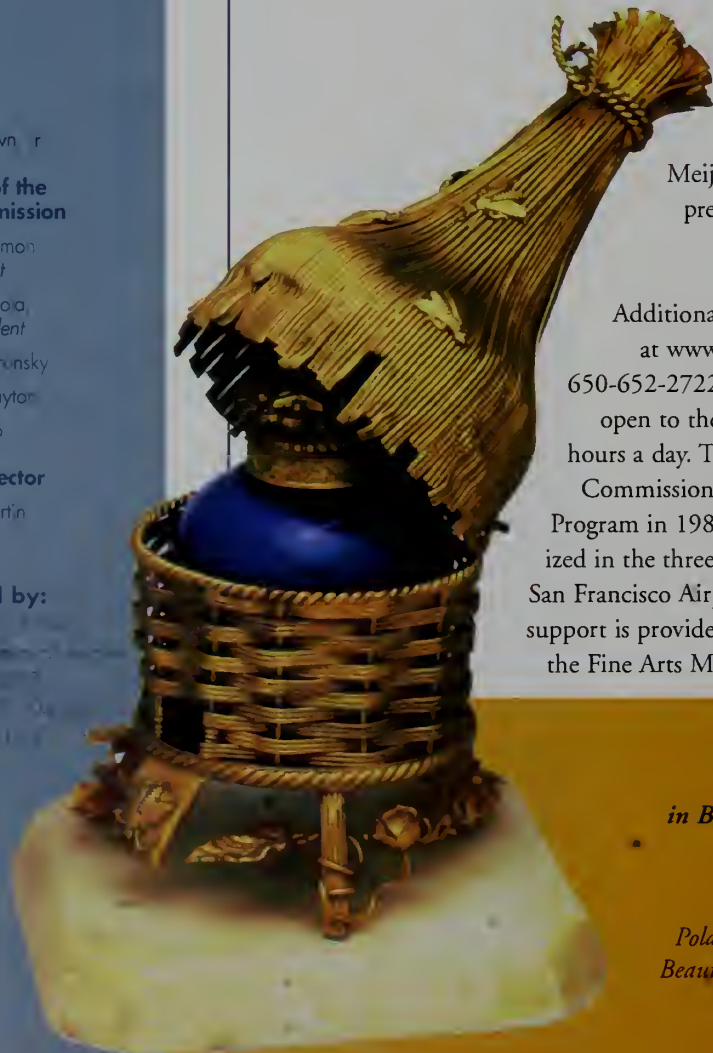
Beauty and Culture

The San Francisco Airport Commission is pleased to present the exhibition entitled *Beauty and Culture from the Collection of the Pola Research Institute of Beauty and Culture, Tokyo* on display in the International Terminal South Connector Gallery through January 15, 2000.

The exhibition includes over three hundred objects for beauty and adornment from Asia and Victorian Europe, from cosmetic containers, combs, brushes, and makeup to unusual items like tooth dyes, Victorian boxes for saving strands of hair, and the incense boxes that may also be a part of the personal beauty aesthetic.

The objects are from The Pola Research Institute of Beauty and Culture in Tokyo, Japan, which began to build research in history, sociology, and the natural sciences concerning beauty and culture in 1976. A summary of the history, method, and utensils of Japanese makeup during the late Edo period (1784-1867) and the Meiji period (1867-1912) are presented in the *Beauty and Culture* exhibition.

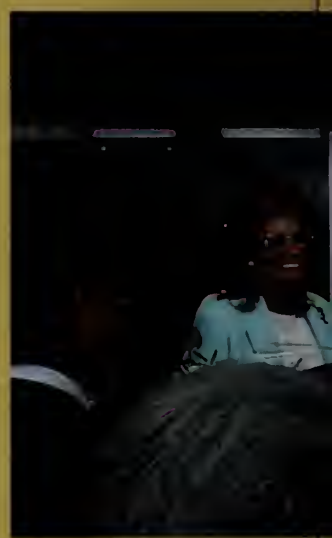
Additional information is available at www.sfoArts.org or by calling 650-652-2722. All Airport galleries are open to the public free of charge 24 hours a day. The San Francisco Airport Commission initiated the Exhibitions Program in 1980. Exhibitions are organized in the three Airport terminals by the San Francisco Airport Museums. Technical support is provided by The Corporation of the Fine Arts Museums of San Francisco.



*Perfume Bottle
in Beehive-Shaped Case*

19th century, Europe
Glass, metal, marble

Pola Research Institute of
Beauty and Culture, Tokyo



International film star
Sophia Loren arriving at
SFO, one of many celebrities
who travel through the
Airport frequently

If You Look Close Enough, Stars Appear at SFO

When Sophia Loren stepped off of the airplane this summer, snapping flashbulbs ignited the terminal, and eager crowds pushed against barriers, hoping to catch a glimpse of the Italian-born film star. The actress was at SFO to promote new airline service between San Francisco and Milan by Alitalia. Starstruck travelers pushed forward for a glimpse of the elegantly dressed Loren.

Among the millions of passengers who travel through the Airport's doors, a large number of celebrities pass through the crowd unnoticed. For all of

the hoopla that Loren caused, many celebrities prefer to avoid cameras and large crowds. Most people travelling just want to check in quickly, go to the gate, and board the plane. And most celebrities want the same. But they are hardly average travelers.

"Our job is to make sure that they are safe and secure at SFO," said Officer Larry Higgins, a police officer who specializes in Dignitary Protection. Higgins, who works providing an escort and protection service for these SFO VIP's, has one of the more interesting jobs at the Airport. And he has had his share of celebrity encounters.

Four years ago, Princess Diana and her two sons Harry and William arrived here during a stopover from London to Denver. Higgins joined

Scotland Yard agents in escorting the members of Britain's royal family during their transfer. "Both she and her boys were so personable, friendly and down-to-earth," he said in reflection.

With the help of SFO's Dignitary Protection service, the well-known manage to find their boarding gate before the scrambling, frantic mass of cameras and autograph seekers sidetrack their travel. But there are those who try to slip invisibly through the Airport on their own. Michelle Peters, who leads school tours of the Airport, is frequently out and about among the passenger terminals and has seen her share of athletes, film stars, comedians, and musicians discreetly collecting baggage or waiting for boarding.

"I get so excited, and sometimes I get to take pictures, especially when they see me with a group of kids," said Peters, adding that comedian Chris Rock was her most memorable sighting. "It was just after he won an Emmy for his HBO comedy show. He made faces at my kids and made them laugh. Then he took his picture with them," she said.

It's not Hollywood, but, at SFO, celebrity sightings happen almost daily. According to Peters, "If someone looks closely enough, they'll be able to spot a star walking through the terminals on any given day."



Whenever Air Force One lands in the Bay Area, SFPD Airport Dignitary Protection is ready to greet its VIP passengers

Runway Reconfiguration Update

The proposed SFO runway reconfiguration in the Bay Area is a complex project that will involve the construction of a new runway and taxiway, and the relocation of existing runways and taxiways. The project is being funded by the Federal Aviation Administration (FAA) and the State of California. The project is expected to be completed by 2015.

It is reported that the project will be completed by 2015. The project will involve the construction of a new runway and taxiway, and the relocation of existing runways and taxiways. The project is being funded by the Federal Aviation Administration (FAA) and the State of California. The project is expected to be completed by 2015.

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Contributing to a Thriving Local Economy

When SFO established the Office of Employment and Community Partnerships in 1998, one of the Airport's primary objectives was to ensure that surrounding communities continued to benefit from the Airport's dramatic growth. With a goal of community outreach, SFO created an onsite consolidated Employment Information Center, put job information online, hosted job fairs, and participated in various community events. All of these programs were implemented to aggressively promote job opportunities at the Airport to Bay Area residents.

Success of the various programs is easily measured. Over 50 job seekers visit the Airport Employment Information Center every week. There, job hunters can find information on employment and training opportunities from over 60 Airport tenants and construction and trade unions. That information is not relegated to the Employment Information Center alone. The Airport has hosted job fairs at community centers throughout the City, and participated in community events such as the Third Street Fair in San Francisco's Bayview-Hunters Point neighborhood, and most recently, South San Francisco Day in the Park.

Feedback from the community has been positive. Trying to find out what jobs are available at the world's eighth busiest airport can be a difficult task. But visitors to the Employ-

ment Information Center, Airport-sponsored job fairs, or at community events can access all of the information at one centralized location, avoiding the time-consuming process of contacting each employer directly. For example, nearly 400 Third Street Fair attendees stopped by the SFO booth to get information on how to land a job at the Airport without having to figure out who's hiring and who's not hiring at SFO.

Many visitors to the Airport booth remarked that the job information would be of great interest to family, friends, and other community members. Sophie Maxwell of San Francisco's Bayview District was particularly impressed with the Airport's outreach, commenting that "the information is very helpful for people in the community looking for a job." She also added that SFO's presence at the Fair "shows the community and its people are valued by the Airport."

If you would like to learn more job opportunities at SFO, please contact the Airport's Employment Information Center at 650-794-5245 or visit the center in the South Terminal, Lower Level.



SFO staff at the Third Street Fair in San Francisco

Officials from San Francisco International Airport and United Airlines recently joined representatives from the Canadian and U.S. airline industry's joint Y2K program, the Aviation Millennium Project, to announce that they are ready for the Year 2000.

"The airline industry is in great shape and we will be ready for the new millennium," said Thomas Browne, executive director of the Aviation Millennium Project. "We're confident that air travel will be as safe on January 1 as it is today, and will be tomorrow and beyond."

Two years ago, 102 airlines came together under the leadership of the Air Transport Association (ATA) to create the Aviation Millennium Project. The project has been gathering extensive information from airlines, airports, suppliers and manufacturers on the progress of the industry's efforts to fix the millennium bug.

"San Francisco International Airport has thoroughly reviewed potential Y2K problems and has inventoried, identified, and verified all systems to ensure Y2K readiness," said Airport Director, John L. Martin.

Airlines have been working individually as well as collectively to prepare for Y2K. "We are confident that for our customers, January 1, 2000 will be like any other day," said Rick Juster, United Airlines' corporate Y2K project director. "More than 160 of United's systems are already successfully functioning in the Year 2000 operating environment and our engineers and aircraft manufacturers both concluded that there are no safety of flight issues. We will continue to work cooperatively with the airline industry, the FAA and thousands of other business partners to ensure a flawless transition into the new millennium."

Year 2000 Readiness Disclosure

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Win
1998/99

New Nature Preserve on the San Francisco Bay Opens

Birdwatchers and nature lovers can enjoy an additional seven acres of salt marsh in the Palo Alto Baylands Nature Preserve thanks to a partnership between the City of Palo Alto and the San Francisco International Airport. With over \$750,000 in funding from the Airport, Palo Alto has recently completed Phase II of this multi-year habitat restoration effort. Once established, the restored marsh will become home to a variety of wildlife, including the endangered California Clapper Rail, a hen-shaped marsh bird, and the Salt Marsh Harvest Mouse.



Workers planted Cordgrass, Coyote Brush, and Gumplant seed as part of the Airport-funded Restoration Wetlands



A serene view of the newly restored Palo Alto Nature Preserve

45 acres of wetlands in the Bay Area, including 20 acres of wetlands in the Bayview Hunters Point area, restoration projects at San Francisco's Crissy Field and Mountain Lake Park. The environmental mitigation program is necessitated by SFO's Master Plan construction program, which will fill 17 acres of man-made or degraded wetlands located on Airport property.

Tidal marshes provide critical habitats for shorebirds and other aquatic life. Unfortunately, more than 90 percent of the marshlands that once flourished around the San Francisco Bay no longer exist. One hundred years ago, over 75 square miles of salt marsh lined the shores of the bay south of the Bay Bridge. In 1992, it was found that only 10 miles remained.

The project is part of the Airport's \$7 million environmental mitigation program to restore more than

To visit the Palo Alto Baylands Nature Preserve, take Embarcadero Road East from Highway 101 until it dead ends.

TAKE A TOUR!



The Master Plan Information Program offers tours of the Airport, including the \$2.4 billion Master Plan expansion. Ideal for students and youth groups. Please call 650-794-5120 for a brochure.

Mayor

Willie L. Brown, Jr.

Members of the Airport Commission

Henry E. Berman
President

Lorry Mozzala
Vice President

Michael S. Strunsky

Linda S. Croylan
Caryl Ito

Airport Director
John L. Martin

Published by:

Master Plan Information
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P.O. Box 8097

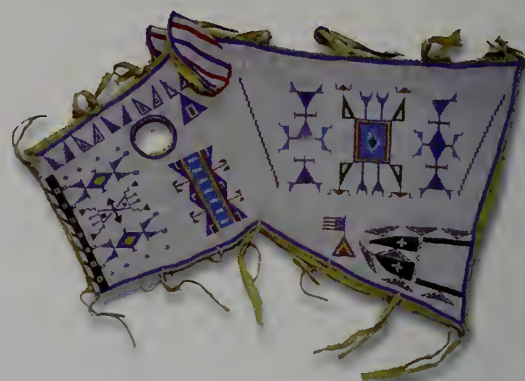
San Francisco, CA 94128
650.794.5152

NEW MUSEUMS EXHIBIT Sunkawakan: American Indians and the Horse

The San Francisco Airport Commission is pleased to present the exhibition entitled *Sunkawakan: American Indians and the Horse* in the International Terminal South Gallery between boarding areas D and C until June, 1999.

The exhibition consists of sixty objects, as well as photographs from the collection of the National Museum of the American Indian, Smithsonian Institution. The exhibition is divided into four sections relating to the use of the objects: "Adaption," "Warrior Societies," "Social Significance," and "Celebrations and Rodeo."

American Indians acquired horses in the early 1500s from Spanish conquistadores and expeditionary forces in what is now the southern part of the United States. The Apache, Kiowa, and Comanche, among the first tribes to acquire the horse, use them to increase the extent of their trading networks. By the mid to late 1700s, the horse had spread to the northern Plains peoples in what is today Canada. Because the Indians peoples had no names for the horse in their languages, they referred to it using descriptive phrases. Often these phrases can be translated as "big dog" or "sacred dog."



**Horse Mask
Sioux**

Horse-head cover with beaded decoration, used by chief of Teton Sioux to lead parade at Pine Ridge Agency, July 4, 1904. National Museum of the American Indian, Smithsonian Institution

Photographed by Joseph Mc Donald

Among the Lakota, for example, the horse was called *sunkawakan* or "wondrous dog."

Exhibitions are organized in the three Airport Terminals by the San Francisco Airport Museums. All Airport galleries are open to the public 24 hours a day.

New Airport Commissioner

San Francisco Mayor Willie L. Brown, Jr. appointed Caryl Ito to her first four year term as a member of the San Francisco Airport Commission last fall. Ms. Ito joins Commission President

Henry Berman, Commission Vice President Larry Mazzola, Michael Strunsky, and Linda Crayton on the five-member Airport Commission. The Airport Commission is responsible for the operation, development, and maintenance of SFO, pro-



viding direction to Airport staff on a range of issues, including the Airport's \$2.4 billion expansion.

Ms. Ito's background and experience includes three terms as President of the San Francisco Commission on the Status of Women, Chairperson of the San Francisco Sexual Harassment Task Force, and serving on the Board of Trustees for both the St. Francis Memorial Hospital and the Pacific Asian American Women's Bay Area Coalition. Ms. Ito currently works for Bozeman and Associates, a toy distribution company. She received her B.A. degree from the University of California, Berkeley, and her M.S.W. degree from San Francisco State University.

SFO MEDICAL CENTER Expansion Complete

Last fall, medicine and music went hand in hand as doctors and staff at SFO Medical Service welcomed guests to their Open House celebrating the recent expansion and remodeling of the full service medical center.

The upgrade, just one of many Master Plan improvements, will help SFO Medical Service keep pace with the growing number of passengers who visit the Airport each year, as well as the health care needs of mid-Peninsula residents and the tens of thousands of Airport community employees.

"SFO Medical Service is a leader in on-site care, serving as a model for other airports as they add medical centers to their terminals," says Dr. Yannick LeGuyader, Chief Medical Officer. "We provide quality care in a con-



venient location, whether you work at the Airport, live in the area or are just passing through. Our remodeling and expansion allows us to further develop our programs and continue to deliver first class health care.

SFO Medical Service's staff of 20 UCSF health care providers offers a full range of services such as family practice and internal medicine, along with travel medicine and an occupational medicine program. The facility also provides on-site x-ray, laboratory, physical therapy, and urgent care services.

SFO Medical Service is located on the ground floor of the International Terminal. Open around the clock, physicians are on duty from 7 AM to midnight daily and registered nurses are available between midnight and 7 AM. For an appointment or more information, call 650-794-5600.

RUNWAY EXPANSION UPDATE

The Airport is nearing completion of a 7-month study exploring how to accommodate new, long-haul passenger jumbo jets, to solve weather-related delays and reduce the aircraft noise.

Last June, the Airport invited area stakeholders from business, aviation, environmental organizations and neighboring communities to solicit input and concerns about a runway reconfiguration.

Since then, the Airport has hired some thirteen consulting firms to examine a range of options and their impacts, considering everything from the future capacity of Bay Area airports to the environmental, engineering and air space implications of building new runways into San Francisco Bay.

In early 1999, the Airport will complete the third and final phase of the study, publishing a recommendation for reconfigured runways. The results of that study will be addressed in the next issue of this newsletter.

HAPPY ANNIVERSARY Thirty Years of SFO Tours

Since 1968 the SFO Tour Program has welcomed local schools, community organizations, senior citizen groups, and elected officials with a behind the scenes look at airport operations. Visitors learn about safety and security from the Airport Police Department crime dogs, watch planes take off and land from the SFO control tower, and sit in the cockpit of a 747 jet airplane during the two hour guided tour.

SFO Tour Program Managers Michelle Peters and David Wilson customize the Airport tour to accommodate special needs or interests. Call the Tour Program Hotline today (650/794-5120) and schedule an afternoon to see the Bay Area's jetway to the world.



SFO Tour Manager Michelle Peters and 2nd graders from Laurelwood Elementary School in Santa Clara.

DID YOU KNOW?

- The San Francisco Bay Area is the 3rd largest rental car market in the country.
- On average, 5,500 cars a week are rented at SFO.

SFO RENTAL CAR CENTER GRAND OPENING

Latest Airport Expansion Project Completed

San Francisco International Airport recently opened the largest consolidated rental car facility in the world. The 1.2-million square foot Rental Car Center allows travelers to pick up and drop off rental cars at one convenient, centralized location.

The project, which was completed on schedule and under budget, also features the world's largest service station to clean and refuel rental cars.



Airport Commission President Henry E. Berman, Airport Director John L. Martin, and San Francisco Mayor Willie Brown at the opening ceremony of SFO's Rental Car Center

DIRECTIONS TO SFO RENTAL CAR CENTER

From 380:
Take South Airport Blvd. exit. Turn right at the end of the off ramp and follow the *Rental Car Return* signs to the SFO Rental Car Center.

From the South (San Jose):
Take 101 North past the Airport. Exit San Bruno Ave. East. At the end of the off ramp, turn right and follow the *Rental Car Return* signs to the SFO Rental Car Center.

From the North (San Francisco):
Take San Bruno Ave. East exit. After freeway overpass, stay to the left and follow the *Rental Car Return* signs to the SFO Rental Car Center.

From the Terminals:
Proceed to 101 North toward San Francisco. Exit San Bruno Ave. East. At the end of the off ramp, turn right and follow the *Rental Car Return* signs to the SFO Rental Car Center.

From Rental Car Center to Terminals:
Turn right onto McDonnell Road. Turn left onto San Bruno Ave. Proceed over 101 and follow roadway signs to the Airport.

An Airport Rental Car Shuttle bus system has replaced the individual car rental company shuttles, providing easy access to and from the Rental Car Center and Airport terminals. The shuttle buses operate 24 hours a day with service approximately every 3-5 minutes to all Airport terminals.

In 2001, the Airport's light rail transit system, AirTrain, will replace the Rental Car Center Shuttle buses, further reducing roadway congestion and air pollution around SFO.

The \$131.5 million facility employs more than 1,000 local residents and will generate \$43 million in revenues for SFO and \$8 million in sales tax revenues for San Mateo County in 1999 alone.

"The completion of the New Rental Car Center is another important step in making SFO a more user-friendly future-oriented airport," said Airport Director John L. Martin. "We are successfully moving ahead with our 2.4 billion Master Plan Construction Program to create the premiere airport in the country."

